



2019





# Adult Occupant



96%

# Child Occupant



Safety Assist

86%

Vulnerable Road Users



64%



76%

## **SPECIFICATION**

| Tested Model                  | DS 3 Crossback, 1.2 Puretech 100, LHD           |
|-------------------------------|---|
| Safety pack                   | Active Safety Brake                             |
| Body Type                     | - 5 door SUV                                    |
| Year Of Publication           | 2019  |
| Kerb Weight                   | 1199kg  |
| VIN From Which Rating Applies | - all DS 3 Crossbacks with optional safety pack |
| Class                         | Small Off-Road                                  |

# **SAFETY EQUIPMENT**

|                          | Driver | Passenger               | Rear |
|--------------------------|--------|-------------------------|------|
| FRONTAL CRASH PROTECTION |        |                         |      |
| Frontal airbag           | •      | •                       | ×    |
| Belt pretensioner        | •      | •                       | •    |
| Belt loadlimiter         | •      | •                       | •    |
| Knee airbag              | ×      | ×                       | ×    |
| SIDE CRASH PROTECTION    |        |                         |      |
| Side head airbag         | •      | •                       | •    |
| Side chest airbag        | •      | •                       | •    |
| Side pelvis airbag       | ×      | X<br>EAP © DS 3 Crossba | ×    |



# SAFETY EQUIPMENT (NEXT)

|                       | Driver | Passenger | Rear |
|-----------------------|--------|-----------|------|
| CHILD PROTECTION      |        |           |      |
| Isofix                |        | •         | •    |
| Integrated CRS        | _      | ×         | ×    |
| Airbag cut-off switch |        | •         | _    |
| SAFETY ASSIST         |        |           |      |
| Seat Belt Reminder    | •      | •         | •    |

| OTHER SYSTEMS           |   |
|-------------------------|---|
| Active Bonnet (Hood)    | × |
| AEB Pedestrian          | 0 |
| AEB Cyclist             | 0 |
| AEB City                | 0 |
| AEB Inter-Urban         | 0 |
| Speed Assistance System | • |
| Lane Assist System      | • |

Note: Other equipment may be available on the vehicle but was not considered in the test year.

| Fitted to the vehicle as standard     | Fitted to the vehicle as part of the safety pack       |
|---------------------------------------|--|
| I FILLED LO LITE VETILLE AS SLATIDATO | I I FILLED LO LITE VEHICLE AS DATE OF LITE SAFELY DACK |

O Not fitted to the test vehicle but available as option or as part of the safety pack X Not available — Not applicable



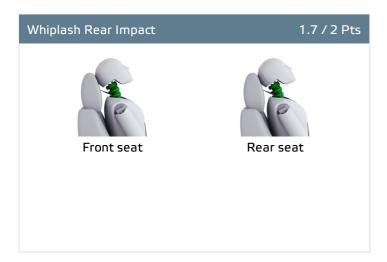


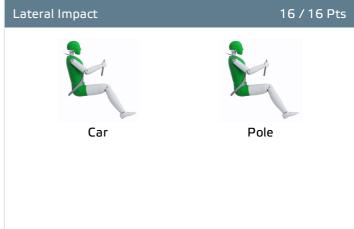
Total 36.5 Pts / 96%















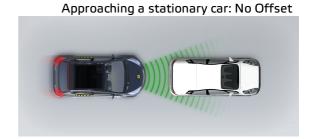
Total 36.5 Pts / 96%

GOOD ADEQUATE MARGINAL WEAK POOR

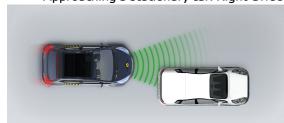
AEB City 3.4 / 4 Pts

# Approaching a stationary car: Left Offset













Total 36.5 Pts / 96%

#### Comments

The passenger compartment of the DS 3 Crossback remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of the driver and passenger. DS showed that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions. In the full-width rigid barrier test, protection was good or adequate for all critical body areas of both the driver and rear passenger. In both the side barrier impact and the more severe side pole test, protection of all critical body regions was good and the car scored maximum points for this part of the assessment. Tests on the front seats and head restraints demonstrated good protection against whiplash injury in the event of a rear-end collision. A geometric assessment of the rear seats also indicated good whiplash protection. Autonomous emergency braking (AEB), which is available as part of the optional 'Active Safety Brake' pack, performed well in the tests of its functionality at low speeds, at which many whiplash injuries occur.



Total 42.4 Pts / 86%



### Crash Test Performance based on 6 & 10 year old children

22.4 / 24 Pts





Restraint for 6 year old child: *Römer Kidfix XP*Restraint for 10 year old child: *Booster Cushion* **Safety Features** 

8 / 13 Pts

|                | Front<br>Passenger | 2nd row<br>outboard | 2nd row<br>center |
|----------------|--------------------|---------------------|-------------------|
| Isofix         | •                  | •                   | ×                 |
| i-Size         | •                  | •                   | ×                 |
| Integrated CRS | ×                  | ×                   | ×                 |

Fitted to test car as standard

O Not on test car but available as option

🗶 Not available

#### **CRS Installation Check**

12 / 12 Pts

Install without problem
Install with care
Safety critical problem
Installation not allowed

#### i-Size CRS











Total 42.4 Pts / 86%

#### ISOFIX CRS







Britax Römer KidFix XP (ISOFIX)



#### Universal Belted CRS







### Britax Römer KidFix XP (Belt)





Total 42.4 Pts / 86%

|   |           | Seat Pos | ition   |       |
|---|-----------|----------|---------|-------|
|   | Front     |          | 2nd row |       |
|   | PASSENGER | LEFT     | CENTER  | RIGHT |
| Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize) | •         | •        |         | •     |
| Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)  | •         | •        |         | •     |
| BeSafe iZi Kid X2 i-Size (iSize)                  | •         | •        |         | •     |
| Maxi Cosi Cabriofix & FamilyFix (ISOFIX)          | •         | •        |         | •     |
| BeSafe iZi Kid X4 ISOfix (ISOFIX)                 | •         | •        |         | •     |
| Britax Römer Duo Plus (ISOFIX)                    | •         | •        |         | •     |
| Britax Römer KidFix XP (ISOFIX)                   | •         | •        |         | •     |
| Maxi Cosi Cabriofix (Belt)                        | •         | •        | •       | •     |
| Maxi Cosi Cabriofix & EasyBase2 (Belt)            | •         | •        | ×       | •     |
| Britax Römer King II LS (Belt)                    | •         | •        | •       | •     |
| Britax Römer KidFix XP (Belt)                     | •         | •        | •       | •     |

Install without problem

Install with care

Safety critical problem

🗶 Installation not allowed

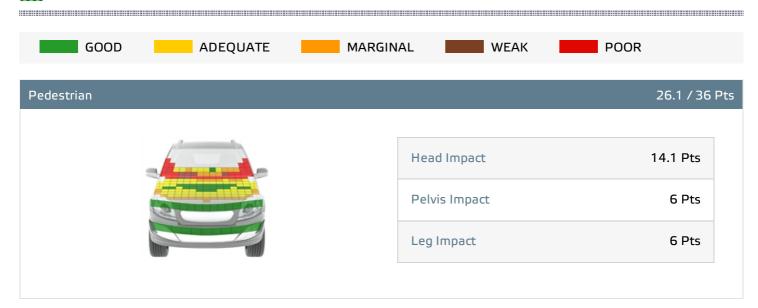
#### Comments

In the frontal offset test, protection of the 10 year dummy was good or adequate for all critical parts of the body. Dummy measurements of neck tension indicated marginal protection of this body area for the 6 year dummy, with other parts of the body well or adequately protected. The front passenger airbag can be disabled to allow a rearward-facing child restraint to be used in that seating position. Clear information is provided to the driver about the status of the airbag and the system was rewarded. All of the restraint types for which the DS 3 Crossback is designed could be properly installed and accommodated in the car.





Total 31.0 Pts / 64%



| 4.8 / 12 Pts                              |
|---|
| Active safety brake                       |
| Auto-Brake with Forward Collision Warning |
| 5 km/h                                    |
|   |

#### Comments

The protection provided by the bonnet to the head of a struck pedestrian was predominantly good or marginal, with some areas of poor performance at the base of the windscreen and on the stiff windscreen pillars. The bumper provided good protection to pedestrians' legs and the pelvis area is also well protected. The optional 'Active Safety Brake' pack has an autonomous emergency braking system which responds to pedestrians but not to cyclists. In tests of its response to pedestrians, the system worked well. A system which responds to cyclists is available, separately from the safety pack and it has not been included in this assessment.

### AEB Pedestrian

Day time

Adult crossing the road



Child running from behind parked vehicles

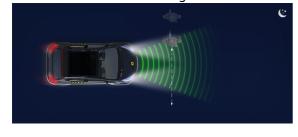


Adult along the roadside

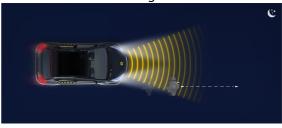


Night time

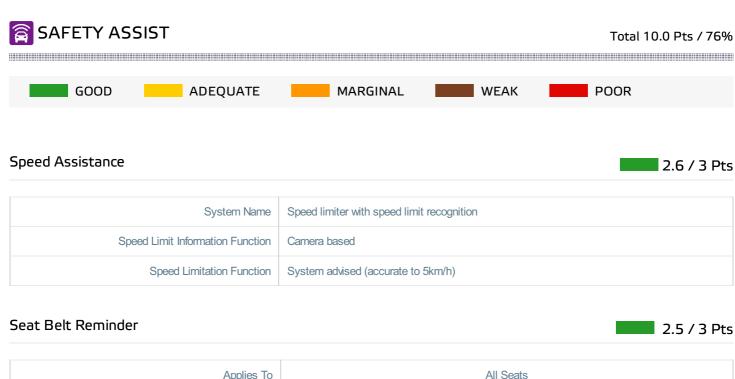
Adult crossing the road



Adult along the roadside







| Applies To         | All Seats   |                    |                   |
|--------------------|-------------|--------------------|-------------------|
| Warning            | Driver Seat | front passenger(s) | rear passenger(s) |
| Visual             | •           | •                  | •                 |
| Audible            | •           | •                  | •                 |
| Occupant detection | _           | •                  | _                 |

Pass Fail — Not available

Lane Support 3.3 / 4 Pts

| System Name             | Active Lane Departure Warning |
|-------------------------|-------------------------------|
| Туре                    | ELK + LKA                     |
| Operational From        | 65 km/h                       |
| PERFORMANCE             |                               |
| Emergency Lane Keeping  | GOOD                          |
| Lane Keep Assist        | GOOD                          |
| Human Machine Interface | ADEQUATE                      |





Total 10.0 Pts / 76%

#### **AEB** Interurban



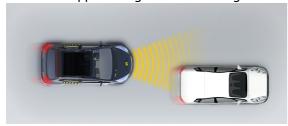
| System Name      | Active Safety Brake  |
|------------------|--|
| Туре             | Autonomous Emergency Braking and Forward Collision Warning |
| Operational From | 5 km/h   |

#### Comments

The optional AEB system performed adequately in tests of its response to other vehicles at highway speeds. The DS 3 Crossback has a seatbelt reminder for the front and rear seats. A camera-based system identifies the local speed limit and presents this information to the driver, and allows the speed limiter to be set appropriately. Lane support helps to prevent accidental drifting out of lane and also intervenes more aggressively in certain critical situations.

### Autobrake function only

#### Approaching a slower moving car



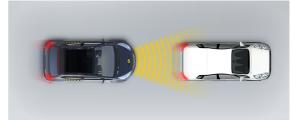
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

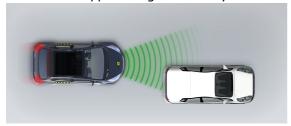




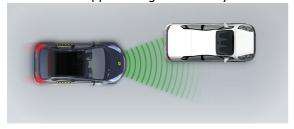
Total 10.0 Pts / 76%

### Driver reacts to warning

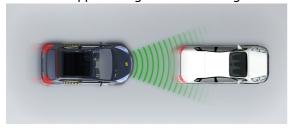
Approaching a stationary car



Approaching a stationary car



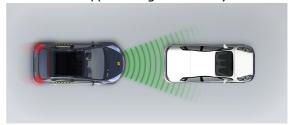
Approaching a slower moving car



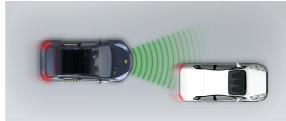
Approaching a braking car



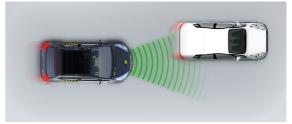
Approaching a stationary car



Approaching a slower moving car



Approaching a slower moving car





# **RATING VALIDITY**

# Variants of Model Range

| Body Type     | Engine &<br>Transmission | Drivetrain Rating Applies |     | lies |
|---------------|--------------------------|---------------------------|-----|------|
|               |                          |                           | LHD | RHD  |
|               |                          |                           | ✓   |      |
|               |                          |                           |     |      |
|               |                          |                           |     |      |
| 5 door<br>SUV | 1.2 Puretech*            | 4 x 2                     |     | ✓    |
| 5 door<br>SUV | 1.5 BlueHDi              | 4 x 2                     | ✓   | ✓    |

<sup>\*</sup> Tested variant

### Annual Reviews and Facelifts

| Date | Event            | Outcome        |   |  |
|------|------------------|----------------|---|--|
|      | Rating Published | 2019 * * * * * | ✓ |  |